## DIGGING OUT OF IT.

The Big City Gets Up and Shakes Itself.

YOU CAN GET AROUND NOW

But You Can't Get Out Very Far or Get In.

COAL SCARCE, NO MILK AT ALL

All But a Few Wires Yet in a Desperate Tangle.

## MOUNTAINOUS SNOW HEAPS

The Elevated Trains Going Well, Street Cars a Dim Prospect.

FAIR AND WARMER TO-DAY.

There May be Occasional Snow Squalls But Nothing Serious.

Since Sunday morning and until this morning the people of New York had not had any news to speak of except of occurrences in town, close by, and in the Old World. Never in the history of New York, since it became a place of universal importance, had such a state of affairs existed. President Cleveland might have died, Joe Manley might have put Blaine back in the field. Thomas F. Bayard might have repented of the fisheries treaty and resigned. Henry W. Grady might have recanted his speech crediting the South with fraternal feeling toward the Yankees, and Winnie Davis might have been crowned Queen of the South. No newspaper in New York could have stated with any positiveness until this morning that these things had not occurred. Not even the World, which prefers falsity to truth, ventured any articles upon these sub-

Yesterday was the day of the shovel. If the City Hall had displayed a flag, and it had been at all truthful, it must have shown the traditional Indians each armed with shovels. All the roadways were between knee deep and neck deep with snow, and rifts and mounds blocked the sidewalks. The Central Park was a wild waste untrespassed, and the other eathing places at Union and Madison and the other squares were merely great mounds of snow, fringed with ice-plated trees.

Broadway was as white as a bridal gown. deep white on the roadway and sidewalks, and thin white where the snow had plastered all the windows and cornices and shutters and stoops. St. Paul's and Trinity recalled the engravings one sees of ancient Gotham, whitefringed and white-sprinkled, with graveyards blanketed with snow all around them, and snow-clad stones and monuments rising from the wintry ground. Grace Church was like a pastry cook's dream, and the wholly modern elevated roads were made as ancient looking as the streets by the omnipresent snow.

The new invention, which we call the Street Cleaning Department, made its appearance after twenty-four hours' absence in the form of mass of grubbing, cap-covered Italians, with shovels in hand, who cut a path along Broadover either gutter, while the clerks and porters from the stores increased the two long piles by adding to them the snow off the sidewalks.

The result of this-two long heaps of snow and three paths beside them-recalled to all old-timers the days of the past, when the volunteer firemen ran the town, when we had no street-cleaning bureau, and when the snow was everywhere as high as men's heads. But in other ways things remained worse than any one remembered. The elevated railroads were the salvation of the situation so far as passenger traffic was concerned, but business remained at a standstill. In one hour, between 10 and 11 o'clock, only nine vehicles passed in front of THE SUN office, the busiest part of town, and Nassau street was only passable to persons on horseback, who, by the way, an peared in the most extravagant numbers all over the city.

The houses were plastered with snow, the shutters were frozen against the walls, the areas were blocked up, the stoops were the sites of huge drifts, the pavements were channelled with single paths, and not a horse railroad, not an express company, not a routine wagon business of any sort was in operation ines of half a dozen sorts threatened and still threaten the town. Nobody has had fresh milk since Mouday morning, the butchers are asking an increase of 10 cents a pound for chops and steaks, many bakers' wagons are not running, the newsmen are divided into two classes, the small class that gets the papers and tries to deliver them, and the large class that makes no effort to do so. Eggs. meat milk, bread, vegetables, newspapers, and pic are either hard to find, or held at a high pre mium. No news in the possession of THE SUN indicates that there may not be a famine in these necessities for the rest of the week.

Women who have not set a foot out of doors since Saturday are to be found in every house, and tens of thousands of persons, un able to procure the newspapers, are wondering

about the extent of the storm. -New York had never seen such a quietus as Monday put upon it. Tuesday was worse in most respects, for though the elevated roads resumed traffic, and the big bridge kept open its railroad, the telegraph lines remained broken down the telephones were knocked out, the housekeepers' supplies began to run out, and the necessity for resuming the routine of life pressed with added force on most people.

So desperate was the situation that many men on the elevated trains yesterday morning said they had been trying for twenty-four hours to get down town. An Evening Sun was read aloud at the top of the reader's voice to a car load of persons on the Brooklyn elevated, and every man in the car said that its news was the first he had heard since Sunday morning. From all the elevated tracks in both cities the view was the same-a constant repetition of thoroughfares in which men were shovelling ways from stoops and areas to sidewalks, or of streets where the only thoroughfare was the driveway, walled in by high rifts of snow. Sumper avenue, Brooklyn, was blocked by a drift that reached to the second tier of windows on the west side. The drift at the corner of Hart street was eleven feet deep, twenty feet wide, and forty feet long. The American Bank Note Company's building in New Church street, in this city, was walled out of correspondence with the world by a bank of snow that prevented the manager, Mr. Lee, the only man who came there yesterday morning, from getting in. While the elevated railroad shovelled the show from its tracks into the street, that and

the neighboring corporations banked it up on

the curb lines.

The snow had ceased to fall during the darkess preceding Tuesday's dawn, but Tuesday's daylight was accompanied by an intensely strong and cold wind. The horse car corporations made no effort to run cars. One stockholder said that his company would have to pay so much more than the daily receipts of \$30,000 to open the road that he imagined his road would do nothing more than wait for a thaw. He said that all the companies would wait either for a thaw or the Street Cleaning Department to render their tracks fit to run on. He had not taken President Chauncey M. Depew into account. His Fourth avenue cars began to run on part of their route late last evening. On the elevated roads the trains did nearly all the business of taking the city's multitudes up and down. The cold was so intense that those who rubbed peep holes in the car windows found that a film froze over the smooth surfaces faster than they could be rubbed clean, Whatever of the general scene of Gotham in the grasp of a blizzard was seen from the up lifted tracks must have been viewed from the car platforms.

It was all new to New Yorkers. Here were men tunnelling through drifts higher than their heads to clean the sidewalks; there were others shovelling their way to the wagon ways to get out of their houses; elsewhere were letter carriers bawling to people in doors to come out over ten-foot snow heaps to get their leters. Then there were school houses, not open in two days, walled apart from the children by unsurmountable ranges of snow, parks that no one had entered, streets that no wagon could traverse, and shops whose fronts were

fortified against their owners.

The people who ventured out were wondrous to see. They had on every sort of footgear conceivable. It seemed as though most men must have issued from the hands of their wives. Some had bits of waterproof around their legs, some had bindings of cloth, wrappings of canvas, boot legs, cavalry boots in full, stockings over shoes and rubbers over all, fabrications of straw, and bindings of string to hold their trousers tight against their legs. As for their hats, there is no room to tell of the various sorts that appeared.

The big bridge was the centre of interest all day. Toward 10 o'clock, when the trustees had been running one train at a time one way at a time to bite out small mouthfuls of the crowds that waited to cross, the ice in the river became jammed tight in a natural causeway, and the tolder spirits of the two cities attempted to walk across from shore to shore, Hundreds succeeded, but suddenly, at about 11 o'clock, the great bridge of ice cracked in several pieces. It left three men on one big cake as large as Washington square, two men each on cakes that seemed the size of door mats. and no one on the main cake that filled all but the edges of the river. Six tugs started to the rescue of these men. but five of the boats instantly became wedged and helpless in the ice. Five thousand persons watched the sixth boat with breathless interest. It had slow work before it. The wharves on the Brooklyn side became crowded with onlookers. The tug crawled through a narrow aisle of water to the big cake where the group of three men stood. It pushed the many-aere cake slowly up to the wharf, and the men leaped off. Then it steamed for the smaller cakes, now floating rapidly into the upper bay. As it skilfully rounded up against the second floating bit and rescued the last of the live men the thousands of men on the river side and the bridge yelled their applause

in rounds of cheers and screams. A Sun reporter who walked three miles and a half along Myrtle avenue on Monday night reports, as the only thoroughfare there, a narrow footpath that zigzagged along the avenue, now on one side, and now on the other. He met women sitting in the snow drifts overcome with cold, men who reported dangers from freezing whose terrors seemed to them next to the calls of death's angels, hundreds of stores buttened up by snow, whose occupants flattened their faces against the door panes in tireless wonde at the scene in the street. He met policemen who told him of numberless women and boys they had rescued from the drift or from freezwhose houses were blocked up by snow drifts. and who wished to know whether the storm was general or confined to their blocks. In great areas the gaslights were not lighted, and

the electric light wires hung in tatters. People began to be jocular. They sent letters to THE SUN office telling of the massacro of an old gentleman who had been foolhardy enough to say he remembered just such a storm in 1827, and they had the audacity to ask us whether we had heard the story of the man who spent the night in "Minute street (that is Sixty-second street) and said he intended to move near the Battery in order to get better illumination from the electric lights." But it was no time for jokes, and they were not well received. Once again the Stock Exchange ac knowledged business a farce, and nearly every other rendezvous of men sighed for its habitues, who were held back by the general

paralysis of daily life. If it were possible the town took the storm too seriously, inasmuch as employers often reached the business places to find their hands not there, while in other places the employees came to find the bosses absent. Thousands of stores and offices were thus only half equipped. The barrooms, both up and down town, were

exceptions. They all seemed to be packed from daylight until dark, and the drinkers, who usually adopt an excuse for their sins, asked one another what else was there to do, and got no answer sufficient to turn them to sobriety.

FIGHTING OUR WAY AROUND.

If We've Got to be Burled This Way We Don't Propose to Stay So.

The metropolis roused itself yesterday morning, and stretched and kicked and strug ried to restore the circulation in its arteries of traffic. The outlook was desperately dispirit ing. The elevated railroads, whose knock out was as nearly inexplicable as Sullivan's, were doing all that was to be depended on by the masses for transportation: and as the desire to get down town was modified to moderation the perfect understanding that business would not be worth talking about for a day or two, the two car trains, albeit not very close together, were nearly sufficient for the needs of the morning, all of which goes to show that the expedient of running light and frequent trains should have been adopted early enough to insure the keeping open of the road.

MOUNTAINOUS BNOW DEIFTS. The aspect of the streets up town, and down town as well, prepared the people for the repetition of their troubles of transportation, and made them broad and comprehensive in their review of the situation before they took the leap to struggle toward office, shop, or store. The drifts that lined the north sides of the cross streets and the west sides of the avenues were in many places five and six feet high. Areas were filled up and their railings covered, while stoops were hidden under white mounds. The efforts of the shovel brigade that was early put to work soon cut narrow paths along these sidewalks. The drifts rose higher under the contributions of these workers, who piled the many cubic yards thus removed upon the tops of the huge drifts at the curbs. In many places this resulted in huge white heaps that reached to the crossbars of the lamp posts. On the other sides of the streets bare spots and little drifts alternated. Sometimes for whole blocks, and always at one or more points in a block, the drifts extended roadways. In the cross streets and all the narrow thoroughfares scarcely one

whole block was passable, and more wagons were soon stalled and left with those that had been out all night. Those who started gaily out with fresh horses and the comfortable conout with fresh horses and the comfortable consciousness that the storm was over were speedily undeceived as to their expectations of setting anywhere. A block or two of travelling would use up the horse or horses, and one or two experiences of digging a way through drifts would use up the driver. Few of the many drivers of the Ninth ward known as the truckman's homel even made the attempt to set out their teams, and those who did were soon obliged to relinquish it. In Charles street, from Fourth street to Green wich avenue, the drifts were impassable even to sleighs, and Tenth street, in the same two blocks, were nearly as bad.

PIREMEN SHOVELLING SNOW. The men of 18 Engine, who had been nearly frozen to death in a night run, restored the circulation of their blood by clearing a way from their quarters to Sixth avenue. Their engine had got stuck, despite its four horses, at the corner of Greenwich avenue on Monday evening, 150 fest from the engine house door. The boys improvised a snow plough and broke paths out to the avenue, using their shovels to reënforce the work of the plough and their best horse,

SLEIGHING BREAKS LOOSE.

SLEIGHING BERAKS LOOSE.

Broadway was filled with a lively parade of vehicles and sleighs. Cutters, Russian sledges, and sleighs criters Russian sledges, and sleighs of all sorts were in the line. One or two four-in-hand livery sleighs were chartered in Harlem originally, and remained to do a little Broadway railroading at good figures. The plumed sleighs and horses were the swellest things out. Altogether it was a sight that Broadway has very seidom seen, and one that the laying of tracks there was supposed to have put an end to forever. Carriages and coupés were there, too, and seemed to suit those of rheumatic tendencies or delicate build, though their progress was heavy and lumbering as compared with the gliding, speedy sleighs.

GOOD ENOUGH FOOT GOING IN SPOTS.

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Pedestrians were plenty. Their experience as compared with that of the previous morning was pleasant. The air was sharper, but the going had improved. Even where the side-walks had not been thoroughly cleaned a path had been boaten by the tramp of hundreds of feet, and the laborious tugging of the Monday morning's walk was replaced by something of springiness and sprightliness. The air was more bracing, and the absence of flying clouds of snowy particles fine us fog made the trip a great deal pleasanter. There was not the further danger of missing formerly familiar landmarks or getting sufficiently bewildered to look for Bleecker street in the neighborhood of Canal or similar incongruities. GOOD ENOUGH FOOT GOING IN SPOTS.

THE PROPER CAPER IN CLOTHES.

As has already been intimated, many men, on weighing it up, decided not to venture out. Those who did go out knew what they were going into, and prepared for it more than they had the day before. A soft hat tied down over the ears with a handkerchief was a prevailing mode, and course packing cord tied tightly about the trousers at the ankle was the correct caper in west side high life. A few extremists, who sported rubber boots to their knees, were scorned as dudes. Coarse bagging or brown packing paper tied about the ieet and legs was good enough for ordinary folks, like grocers' boys and butchers' assistants. There seemed to be no generally recognized fashion for ladies' outdoor wear. A gossamer coat, with the hood drawn close, and a peaked expression of countenance, were the observable features of most female costumes.

SLEDDENG FOR COAL. THE PROPER CAPER IN CLOTHES.

most female costumes.

SLEDDING FOR COAL.

The attempts at doing business were not largely productive, and in the especial and necessary matter of retting provisions and coal the only real progress was made. Coal in 100-pound bars was in very limited supply in some neighborhoods. A west side coal man drew them to his customers on a home-made sledge, built on the pattern of an old-fushioned stone boat out of packing box stuff. Others sent them out by hand, or rather on the stout shoulders of men whose pay brought the cost of the coal up to double or more than double its usual price. Toward evening the pressure for a coal supply became so strong that the lumbering coal carts were brought out and with half a load and a tandem team made to do what little could be done to help out.

PROVISIONS IN GREAT DEMAND.

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The marketing made necessary by the three days' have in Saturday's supply was very unsatisfactory work. The retailers, whose base of supplies is Washington Market, were unable to replies to their stocks, and their customers were in turn deprived of the opportunity to store their larders. Down town the hotels and restaurants were better off, Strong men and capacious baskets did the business there, and with some awantons—like Currier's, where capacious baskets did the business there, and with some exceptions—like Currier's, where the coal was out, and the Press Club, whose cook was snowboundat home—the regular customers fared pretty well. The efforts to do business around the market were vigorous to the verge of heroic, Seaman Lichtenstein & Son paid \$100 to get a load of produce up towa to some of their hotel customers.

IMPROVISED A BIG SLED. But the boss job of pushing was done by Alexander Powell of Drahm & Powell. Their business is with Southern hotels, like the Ponce le Leon and other \$8 a day houses. The dea that these houses were to feel the effects of the blizzard was not to be thought of idea that these houses were to feel the effects of the bilizzard was not to be thought of. The people pay those figures to get away from such things. Mr. Powell wanted to get 259 barrels of mear, poultry, and other provisions aboard the steamer. Trucks were out of the question. A double truck loaded with ten barrels and harnessed to four horses was as immovable as the hills. Something had to be done. Sleighs were sought in vain. At 7 o'clock in the morning Mr. Powell hunted up a down-town wheelwright and gave him an order to build a sleigh. He did not care for finish or shad runners or anything except strength and to get it quickly. At 1 o'clock in the afternoon the sleigh was delivered in front of his store, and, after getting his stuff down to the boat. Mr. Powell let his neighbors use the rough, unpainted, but very serviceable sleigh. rough, unpainted, but very serviceable sleigh.

No MAILS. EXCEPT FROM STALLED TRAINS,
Postmaster Pearson rose from a night's rest
on his office solato a day of masterly inactivity.
It was not his fault or that of his men, and they
took no comfort in the fact that thers was little
for them to do. They knew too weil that the
day of reckoning was at hand, and that an avalanche of mail matter would tax their every resource when the delayed trains should arrive,
and no one knew when that would be. In
the mean time the collectors, without reference to schedule time, kept the lamp-post
boxes clear, and the carriers also, in disregard
of the deliveries on the card, distributed the
light local mails sifted from the result of the
collectors' trips. Business was at such a standstill that the street boxes did not furnish
much material. And the difficulty of hauling,
with the certainty that no mails were being
sent out, made publishers and others slow in
sending big loads in. It would have made
little difference if they had, as the Post
Office people would simply have stowed the
stuff away. Monday morning's newspapers and
those of yesterday were held there, and they
made the bulk of the matter on hand. Communication with the local branches was refstabilished yesterday, but this did not involve
much increase in the volume of business. Mr.
Pearson was rather more sanguine than some
of his men about the rush expected from the
incoming trains. In fact, he did not expect any
rush, calculating upon their arrival at intervals, which would enable the elerks and carriers to get their mails out of the way easily.

The fact that the city never saw such an NO MAILS. EXCEPT FROM STALLED TRAINS.

THE BIO DRIFTS PHOTOGRAPHED.

The fact that the city never saw such an experience before since it was a metropolis, and the reasonable supposition that many years will intervene before the experience will be repeated, appealed at once to the kuights of the camera. Amateurs and professionals alike got their instruments to bear on choice bits of bilggard scenery as soon as the light was sufficient for their purpose. Broadway, Union, and Madison squares were especially layored by the picture takers. The preservation of some of the storm effects by the truth telling photographer will be a blessing to the inture story teller who recounts his storm experiences to those who saw none of it. The evidence thus brought to bear cannot be gainsaid, and in no other way cerhaps could those who did not have a share in these experiences be made to appreciate the situation as it was when yesterday morning dawned. And after a few days of good solar printing weather has enabled these artists to finish some pictures the windows of the most interesting things they have ever shown. THE BIG DRIPTS PHOTOGRAPHED.

HACKS IN NORMAL DEMAND.

HACKS IN NORMAL DEMAND.

The gilt edge was taken off the hack-driving business by yesterday afternoon, and two blanketed teams stood in tront of the Astor House in peace yesterday afternoon at an hour when the contest for them was greatest the day before. The V's and X's were not flying around in the plenty of the storm's harvest day, and the carrying capacity of the nimble nickel was again asserting itself. The drivers who were on runners kept a little of the fat that had gladdened the fraternity on Monday, but the average New Yorker is not sufficiently inured to the chill delights of facing the breeze in an open sleigh to make the demand for sleigh rides un town very strong.

Women were rather more plenty in the streets than on Monday, and they got along a great deal better. They attracted a great deal of attention, and describe their complexions, and sparkling is only a weak word to indicate the brightness of their eyes.

PLENTY OF WORK FOR MEN.

PLENTY OF WORE FOR MEN. The amount of anow to be shovelled fr sidewalks and tracks is sufficient to furnish cupation for thousands of men, who will find in the opportunity to make some ready money a mitigation of the otherwise adverse circumstances of the storm. Shovels were in great demand, and a run on the hardware stores was begun early. The impossibility of having orders to wholesalers or jobbers filled made the retailers wary, and in most cases the prices were gently lifted. A good margin of profit is looked for in most of the articles that the retailer deals in, but as a rule shovels are not among them. Yesterday it was different, and fifty per cent, was the least that would satisfy many of the dealers.

ROSCOE CONKLING NEARLY DEAD. Think of It!-To be Lest in the Snew in Union Square, New York City.

Roscoe Conkling said yesterday that he had a pretty tough constitution and had been in some pretty tight places in his life, but that he had never found himself as far gone physically as on Monday night in Union square. "I had been at the Stewart building in the afternoon." he said, "and had some work to do

office, and not thinking that the city would be dark at night I went down to Wall street to look after the work. A little after 6 o'clock I wanted to go home. There wasn't a cab or carriage of any kind to be had. Once during the day I had declined an offer to ride up town in a carriage, because the man wanted \$50, and I started up Broadway on my pins. It

up town in a carriage, because the man wanted \$50, and I started up Broadway on my pins. It was dark, and it was useless to try to pick out a path, so I went magnificently along shouldering through drifts, and headed for the north. I was pretty well exhausted when I got to Union square, and, wiping the snow from my eyes, tried to make out, the triangles there. But it was impossible. There was no light, and I plunged right through on as straight a line as I could determine upon.

"Sometimes I have run across passages in novels of great adventures in sn.-w storms; for example, in stories of Russian life, where there would be a vivid describtion of a man's struggle on a snow-swept and whady plain; but I have always considered the presentation an exaggeration. I shall never say so again, for after what I encountered in last night's blizzard I can believe that the strongest description would fail to approximate the truth.

"I had got to the mindle of the park and was up to my arms in a drift. I pulled the ice and snow from my eyes and held my hands up there till everything was melted off so that I might see; but it was too dark and the snow too blinding. For nearly twenty minutes I was stuck there, and I came as near giving right up and sinking down there to die as a man can and not do it. Somehow I got out and made my way along. When I reached the Now York Club at Twenty-fifth street I was covered all over with ice and packed snow, and they would scarcely believe me that I had waked from Wall street. It took three hours to make the journey."

NO MILK AND LITTLE COAL

Hardship Threatening the Peor, and Even Aircady They Suffer Cold.

Mutton, ribs of beef, and other solidities were quoted at an advance of two to four cents the pound yesterday at the fountain heads of distribution. Up-town butchers soon doubled Washington Market prices for their customers, and, though there was some grumbling, their exactions were submitted to. There is meat enough within reach to last a week, it is said, but after that time the dealers predict that their picuic will begin. The dealers of Washington Market say that they experienced no difficulty yesterday in transporting meat to all parts of the city. They held themselves out as ready and able to fill all orders. Notwithstanding their assertions, however,

the spectacle of wagons laden with meat struggling in vain with the ruts of snow constantly recurred. One novel means of transporation was to hang great haunches of meat over the was to hang great haunches of meat over the back of a horse and get up town without the dangers attendint upon the hauling of a wagon. The milk situation is declared to be simply appalling. Not a car load of milk arrived here yesterday. Fifty cents was refused for a glass of milk in a down-tewn restaurant yesterday. As the situation became known most of the restaurants refused to sell milk as a beverage. Later in the day this was the universally adopted rule. No milk was dispensed except with coffee.

adopted rule. No milk was dispensed except with coffee.

In the up-town districts not only was it impossible in some cases to get any milk, but even bread was out of the question. The milkman, of course, was not, and the spectacle of innumerable journeys to the corner grocery or the neighboring dairy was in many instances touching, because it yielded no results to anxious mothers or distressed housewives.

wives.

The soor, who are accustomed to buy their milk in small quantities at the greers, were greatly distressed by the famine. The greers had no milk, and so these unfortunates were forced to do without. This privation, however, credit assite have been endured, but the scarcity

forced to do without. This privation, however, could easily have been endured, but the scarcity of coal at all the places where they have been accustomed to buy it by the pailful added a new peril to their condition. Hawling coal was hardly attempted yesterday, and the existing supply at these groceries was whausted yesterday in many quarters.

Crowds of women and children brought tin and patent pails for a little coal and in many places so great was the demand that policemen were stationed at the groceries to prevent the people from storming the ceal bins. For a "patent" pail full of ceal sixty cents was charged, and when a poor woman demurred at the price she was told that the supply was low and that if she would not pay the price others would quickly do so. A patent pail contains twelve quarts. The supply of ceal in many grocery stores was exhausted even at this exorbitant charge, and cards were posted in the windows like this:

Women, bareheaded and scantily clothed, dragging shivering children at their heels and carrying little tin palls with them, burst into tears on reading the placards, and turned away to pursue too often an equally fruitless search at other stores.

to pursue too often an equally fruitless search at other stores.

A horse hitched to a coal cart broke down while the bilizard was at its height at the cerner of Thirteenth street and First avenue. Several hundred men and women whose faces blocked the wisdows of the big tenements in the street saw the driver jump from the cart and unhitch his borses in despair. In another instant fully 100 women and girls with pails and baskets and tin cans were swarmed around the coal cart clamoring for the coal. In less than five minutes it was all seld. The load brought over \$7.

FOUND DEAD AND BURIED IN SNOW. Geo. D. Baremore Palls on his Way Home

One of those places in the city in which the great storm spent its wildest fury was in Seventh avenue, between Fiftieth street and Central Park. The thoroughfare here is on rising ground, and the wind gets a great sweep at it through the bread street openings. Policemen who were sent out to patrel it on Monday shrunk, shivering and bewildered, into the doorways, and were almost frozen fast there The men around the Broadway street car line stables at Fiftieth street were almost terrifled at the storm, and were as solemn in the stables as if they were on strike. To a Sun reporter who looked up the street yesterday it seemed, with its sidewalks half shovelled, and with earts and wagons of all sorts and descriptions

carts and wagons of all sorts and descriptions lying abandoned in the road, like a ricture of as utter desolation as Now-York is ever likely to prosent. The Sixth avenue elevated cars, puffing at intervals through Fifty-third street, were the only things that made it seem likely that anybody lived around there at all.

At a quarter to 5 o clock yesterday moraing, as Policeman Henry Haag of the West Forty-seventh street station struggled up Seventh avenue, right under the elevated tracks at Fifty-third street he saw a man's arm and hand sticking out of the saow in the middle of the road, just in front of him. The policeman kicked the snow away and discovered the man's body. The man was frozen dead and had evidently lain there for hours. He was well dressed and there was a gold watch chain across his breast. The hand that was stretched out of the snow had the fingers wide apart. The policeman pulled the body out of the snow to its full length, and then tramped back to Captain Rillien's station house for help.

When they examined the man's clothes at the station house they found, besides the gold chain and watch and a small amount of money in currency, letters addressed:

Mr. George D. Barrence.

A policeman who knew Mr. George D. Bare-more, a wealthy hop dealer, when that zentle-man lived at the Dakota Fata, identified the body, and word was sent to Mr. Baremore's family at the Osborne.

Mr. Baremore's wife and two little boys had

sat up all night, waiting for him to come home. Mrs. Baremore asked the officer to notify her husband's brother Henry, at 324 West Fifty-seventh street, and the officer did so. Mr. Henry Baremore went to the station house and identified his brother's bedly, and it was taken home. Death was caused by treezing.

Mr. Baremore was 47 years old, and the son of the late James Baremore, of Randall, Baremore & Billings, diamond merchants at 55 Nassau street. He was for years at eader in the hop trade. His office was at 3 Wafer street, and he started to go down there in the big storm, despite the entreaties of his wife, at 9 o'clock on Monday morning. The fury of the bilizard proved too much for bim, and he came back home after going a couple of blocks. He rigged himself in storm garments and again started for down town, declaring that it was imperative that he should go.

Mr. Baremore's clerks say that he got to the office about 3 o clock in the afternoon, and after remaining an hour or so again started for home. He was urged to stay down town, but he said that his wife and children would worry if he did not come home, and that he must get home if he possibly could. He probably waited in some of the down-town hotels on Monday night and into yesterday morning until the Sixth avenue trains were running, and then took a train up town. There were no Fifty-eighth street trains, and Mr. Baremore doubtless got off at Fifty-third street and Eighth avenue, with the idea of walking back to Seventh avenue and up to his home on Fifty-seventh street. For the past year he had been troubled with neuralgic pains in the chest, so severe as to cause fainting fits.

Mr. Baremore mot with reverses in his business about a year and a half ago and falled for \$100,000, paying his creditors dollar for dollar. It is said that he had since recovered nearly if not all his fortune.

The report got around that it was Maurice Barrymore, the actor, who had been found dead in the drift. He was susonished at the warmth with which he was greeled when he

BUSINESS FLAT ON ITS BACK YET.

Blank Days on the Exchange-The Product Exchange Sale Key Snewed In in Jersey.

Wall street is still in the grip of the blizzard. This was demonstrated in a very pronounced way yesterday when only 1,800 shares of stocks were dealt in on the Stock Exchange Between 10 o'clock and noon, when the Exchange adjourned, half a hundred brokers, most of them governors, wandered over the echoing floor of the great Board room. Most of those on hand hadn't been home over night. Some slept in their offices and others were packed four in a room in down-town hotels. There was a dreary effort by some of the alleged wits to make things pleasant. Half a dozen played "one-old-cat," the base ball game in their boyhood games. The Governors game in their boyhood games. The Governors saw how things were running and decided to exercise some of the absolute prerogatives with which their fellow members have endowed them. They closed the Exchange at noon. Deliveries of stocks and loan accommodations were again extended twenty-four hours, but unless telegraphic communication is established to-day with other speculative contres there will doubtless be another dreary time, followed by a half holiday more effective than the one established by the Albamy fraternity. At the Sub-Treasury one-third of the clerks from Jersey towns and the upper New York districts were absent. Cashier William Sherer lives in the outskirts of Brooklyn. He is 50 years old. On Monday and yesterday he walked the eight miles necessary to a lend to his duties and get home accain, besides lugging a well-dressed individual on Monday night through one mile of snow drilts to shelter. The well-dressed person had attempted to get square on the bilzzard by the help of alcohol, and was indifferent about going home at all.

All day amuteur photographers focused their cameras on Washington's statue on the Sub-Treasury steps. A professional secured a negative for home reason washington's statue on the Sub-Treasury steps. A professional secured a negative for home reason washington's statue on the Sub-Treasury steps. A professional secured a negative for home reason washington's statue on the Sub-Treasury steps. A professional secured a negative for home reason washington's returned and mediative manner of the first Nanoleon are portayed. It is a curious combination that the bilzzard has thrust on the first President of the republic. saw how things were running and decided to

trayed. It is a curious combination that the bizzard has thrust on the first President of the republic.

The Cotton and Coffee Exchanges didn't open their doors at all; the Produce adjourned at noon after a sorry and slimly attended session; the Consolidated Exchange followed suit at i o'cleck, and the Custom House, although most of the prominent officials were on hand, was duil as on Sundays.

The Produce Exchange men, in addition to being cut off from the outside world, are also up a stump because the manager of the Produce Exchange Safe and Peposit Companylhasp't been able to get to town from his home in Jersey since Saturday night. The securities and certificates required by the grain and other men are locked up in the vaults.

The down-town end of the bilzzard, taken as a whole, is about as successful as any, and until the telegraph wires can be patched and rigged very little business can be done.

CHARGE OF THE MADEEL BRIGADE.

Going for the Fire Hydrants, Broadway

and the Ferry Streets, Mayor Hewitt got down to his office at 11 o'clock vesterday morning. He came down from Twenty-third street in a Third avenue elevated train, and got pretty well squeezed on the way. He was deeply impressed with the emergency created by the storm, and had busy conferences all day with the heads of departments, with a view to clean and protect the city. Chief Shay of the Fire Department came down and urged that, as a measure of protection from fire, leading thoroughfares should be

The Mayor had a conference with Street Commissioner Coleman, who said he had made all possible arrangements to get the streets clean. That he had required the contractors to keep up their full force of men, and had hired all the extra carts he could get. Commissioner Coleman urged that in this emergency the restricted dumping grounds are not sufficient. The extra carts he could get. Commissioner Coleman urred that in this emergency the restricted dumping grounds are not sufficient. The
Dock Department rules require snow to be
dumped from the ends of the piers at wide intervals apart. The Mayor wrote a letter urging
the Dock Commissioners to suspend the rules
for this emergency, and to permit the snow-to
be dumped from any bulkhead. Mr. Coleman
took the letter over to the Dock Department to
get the required permission.

The Street Department stables are at Seventeenth street and Avenue C. The force were at
once ordered to work its way to Broadway and
clear Broadway as quick as possible, clearing first the side streets leading to the ferries.
All the men and carts that could be hired were
at once put on.

A committee of merchants offered to clean
Ferry, Gold. Spruce, and Jacob streets, and
their offer was accepted.

Orders were issued to clear the snow first
from the vicinity of all the fire hydrants. Before night there were about a thousand men
and carts at work on Broadway and side
streets.

Mayor Hewlit sent a message to Inspector

Mayor Hewitt sent a message to Inspecto Milliams last night requesting him to notif the police throughout the city not to Interfer with the dumping of snow from plers other than those usually used by the Street Cleanin. Department. The Mayor deemed this necessary in order to facilitate the cleaning of the resumption of traffic.

streets for the resumption of traffic. CITY TRAVEL POSSIBLE AGAIN.

The Elevated Roads Come to Life by Degrees-Still Shorthanded. General Manager Hain of the Manhattan Elevated Railroad Company passed the afternoon of Monday and nearly all of the night in the station at Sixth avenue and Fifty-eight street, where he directed the work of clearing the tracks and relieving the blockade. The superintendent was similarly engaged at South Ferry. Shortly after midnight traffic was resumed on Sixth avenue with two-car trains at irregular intervals from the southern terminus to 155th street. All through the early moraing elevated traffic was limited to two-car through trains on Sixth avenue, one car trains from City Hall to Ninety-eighthfatreet and return on Third avenue, and occasional trains from Grand street to the northern terminus and return on Second avenue.

By daybreak, when the patronage of all the lines increases suddenly trains were despatched more frequently on all lines, except Ninth avenue, the south of Fifty-ninth street, where employers were still at work clearing off the tracks. Isolore 9 oclock two-car trains were run up and down this line at intervals of eight minutes, and, as the day advanced, the operations of the road improved steadily. It was not until fate in the afternoon, however, that full length trains were running with regularity on the west side divisions.

The Third avenue line was soonest put in running order, and all day yesterday it fornished the best faelilities for trainsportation in the city. Two-car and three-ar, and finally four-car trains ran at nearly regular intervals of six minutes from City Hall to 129th street and return. It is probable that loager trains might have been made up had there been men enough to run them. Many of the day force of confineers, firemen, conductors, guards, and South Ferry. Shortly after midnight traffic

station men worked straight through the night, because the night men could not get to their work. Other day men had to walk many failes to reach the roads, and some who lived in foreign parts, reached only by ferryboats, could not report for duty at all.

The last part of the elevated roads to be cleared and opened for traffic was the mile of crooked track from Chatham square to South Ferry. When this was finally cleared away it was impracticable to run trains on that section at the usual speed, for the tracks were slippery and snow was being blown upon them continuously.

The express trains from 155th street to Cortland street, via Ninth avenue, did not run yesterlay smorning, and the roturn trips were omitted in the afternoon. This was because the demand which these trains usually supply did not exist. They are run primarily for the accommodation of natrons of the New York City and Northern Railread, which crosses the Harlem to 155th street, and sends its passengors down town over the elevated road. The express trains make close connection with trains from and to the north, but since Saturday there have been no trains to connect with. Soveral south-bound trains on the Northern were stalled early Monday morning, and there they are yet. Not one has reached the city.

A desperate effort was made on Monday to force a way through the drifts, but nething was done yesterday but natient shovelling. Passengers were imprisoned in the cars for many hours on Monday, and it is not certainly known that any of them reached the city; but when the company abandoned its attempts to move trains every effort was made to care for the passengers. The high-ways in the country are blocked by drifts and almost impassable, but by yesterday morning, the company had emptied all of its stalled trains. It is said that some of the passengers were cared for at houses near by, and that others were enabled to reach their homes. There is little information in the city as to the progress the Northern people have made in clearing their tracks, b

DIM PROSPECT OF STREET CARS.

Fourth Avenue Makes the First Break-The Care Cheered.

"We died the hardest of any of 'em. said Superintendent Newell of the Broadway and Seventh avenue street car line when Sun reporter asked him yesterday afternoon how his road had fared in the storm. "And." said the superintendent, "we're coming to life as soon as any of 'em, but no one can tell when that's going to be. Of course we shan't run any cars to-day, and probably not to-morrow, either. I have about 250 men out shovelling to-day, 75 of whom are Italians and men who wanted a job. The rest are some of our con-ductors and drivers."

The superintendent had a good many more men than 250 at work early in the morning. Each of the newly-hired workers was to get \$1.25 for his day's work. Pretty soon the poice came around with stern notifications to the occupants of buildings to clean off their sidewalks immediately. The laborers feund their
services at a premium, and in a great many
cases they left the street car tracks for the
more lucrative task of cleaning the sidewalks.
The slush which formed on the tracks at the
beginning of the blizzard was frozen, of course,
and was to be dug away with pickaxes. It does
not seem as if cars could be running the length
of Broadway these three days, though superintendent Newell says he has 1,000 men promised him for to-day. The workers yesterday
only cleared the tracks of the drifts between
Thirty-eighth and Forty-ninth streets. The
The worst drifts upon the Broadway track are
at Union and Madison squares, and near Fiftieth street. The Broadway road has two cars
snowed in one at Bowling Green and the other
between Eighth and Ninth streets. The Seventh avenue cars are all in.

At 6 o'clock yesterday morning Superintendent Moore of the Sixth avenue surface
railroad left the road stables, at the corner of
Forty-fourth street and Sixth avenue, with a
corps of three hundred workers armed with
pickaxes and shovels. The workers comprised
nearly all the drivers and conductors of the
road and Italians and other chance laborers.
The men were distributed from Vesey to Fiftyniath street, and they went te work shovelling
snow with a will. Particular attention was paid
to the Sixth avenue part of the road from Carmine street up. Before the day was done the
upper part of the avenue was cleared of the
driffts, but the tracks were still clegged with
fee so that car locomotion over them was imnossible. It will require four or five trips of
the sweeper over the tracks were still clegged with
ice so that car locomotion over them was imnessible. It will require four or five trips of
the sweeper were useless. "I have been in this
business." said Vice-President Hart. "since
there was a horse car, and I never before know
it to be necessary to use picks on the road, But
we had to get picks to-day, and we couldn't get
along wit occupants of buildings to clean off their sidewalks immediately. The laborers found their

The Harlem Cable road, which is a part of the Third avenue system, had four cars running Monday, but none yesterday. There was no trouble with the cable itself. No attempt was made to start a horse car yesterday. The Second avenue herse car line started out to clear the tracks from the stables at Ninety-sixth street southward. About 250 men were at work with shovels. The company means to start the cars as soon as it can clear the tracks down to Houston street. Fifteen cars were started yesterday, and only three could be extricated. Work on the track was continued during the night.

Fourth avenue horse cars were out last night, and were carrying passengers en a portion of the road, from the depot to below Twenty-third street. People cheered them as they went. The Harlem Cable road, which is a part of

FAIR AND WARMER TO-DAY.

That's the Frediction That the Local Signal

Office Makes Unofficially. Sergeant Dunn, the chief Signal Service

officer at this station, was not much better off yesterday as to reports from other stations than he was on blizzard Monday. He was able to give a good account of the course and progress of the storm, but in the matter of deductions and probabilities he wished to be distinctly understood as not speaking officially, as the company of the results of t office at Washington. The storm centre, he said, was yesterday off the New England coast

effice at Washington. The storm centre, he said, was yesterday off the New England coast and still travelling ostwardly. In New England they were getting on Tuesday what was experienced here the day before. Here as there the storm centre was at sea off the coast.

However severe the New Yorkers may be disposed to consider the meteorological treatment they have had, they must bear in mind that they were only on the edge of the disturbance, bergeant Dunn says that there were flerer winds near its heart than we felt here, and he is positive that there will be many reports of suffering and disaster from the sea along the coast. He also says that the storm, which was one of the most remarkable that has been recorded since scientific observations began to be made, will cross the Atlantic with little loss of its strength. This means, in addition to great perils for ocean voyagers, a probability of a weather experience approximating ours for London and other European cities.

The remarkable feature of the storm was the combination of high winds and beavy snow. Wind storms of equal severity are not entirely unneard of, and just as heavy falls of snow have burdened the instruments of measurement. But to get them together is a new and not altogether beasant variation.

Sergeant Dunn, with the reservation already noted, said that the weather to-day would be likely to be fair and slightly warmer, with moderate winds. Some slight snow squalls might intervene. The lowest temperature was 6° above at 7 A. M., and the greatest velocity of the wind was 50 miles an hour at 2 o'clock in the morning. From that it gradually slacked off, being 36 at 2 P. M. and 15 at midnight. The barometer began to rise early in the day and centinued gradually its upward course. The temperature at midnight was 14°, and Sergeant Dunn's assistant repeated then his assurance that the weather to-day would probabily be fair and slightly warmer.

TRAINS BEGIN TO MOVE

NEWARK, PATERSON, AND JAMARCA RETURN TO THIS WORLD.

fothing Goes from the Grand Central Depot -Hauling In a F w Stalled Trains, Fifty at Least Still Inaccessible-New York Central is Not a Roud, but a Wilderness of Snow—One Track Clear Through the Tun-nel—Tens of Thousands of Tons of Snow to be Carted Out of that Ditch—Expe-riences Aboard the Stalled Trains.

Another day has gone, and not a train has left the Grand Central Depot except as a rescue train, and not a train has got in except trains rescued.

"How about our road?" said President De pew of the New York Central, repeating the reporter's question. "Why, there isn't any road. The roads are all gone. We have not been able to do anything in the way of moving trains. Six hundred men have been at work since flaylight trying to clear out the tunnel between Fifty-ninth and Ninety-sixth streets, and have made some progress. There is no way of telling when trains will begin to move," No attempt was made to send out any trains. No communication could be had by wire with the agents along the lines, and there was no way of learning the condition of those pass gers who were confined in stalled trains at any distance from the city.

One track of the three roads that enter the

Grand Central Depot was clear as far as Mott Haven by 5 P. M. yesterday. The tracks as far as Woodlawn Junction are used in common by the New York Central, the Harlem, and the New Haven roads, and this one track, thereore, sufficed to bring in some of the trains on the three roads that had been stalled between he Grand Central Depot and Mott Haven. At 6 o'clock the first two of these, the Shore line The day had been a particularly hard one for everybody employed about the yards of the depot, Early in the morning the tracks were cov-ered with many feet of snow, and it took hours of labor to clean them. Sledge hammers had to be used in moving the switches, which were covered with thick ice. An engine was sent up as far as Seventy-ninth street at noon, behind the gang of Italian laborers, and tried to force a way through the bank of snow piled up in the tunnel. No progress was made, however, and the engine was kept running up and down the different tracks in the yard to keep them clean. The 600 men worked under the personal supervision of Superintendent Toucey, and their progress was rapid after passing Seventieth street. In places drifts had formed seven and eight feet deep, and at 2 o'clock the despatcher of the New Haven road said that such a drift extending a distance of 300 feet had been encountered. Another engine was sent up, but was stalled in the cut, and it required a great deal of labor to get it back again. Late in the afternoon the officials of the New Haven road said that an attempt would be made to run a rescue train to Woodlawn Junction. They expressed great doubts as to its success. A train was also started from the Harlem River branch of the New Haven road at Morrisania to New Rochelle. The wires all being down, it was impossible for the officials to learn whether this

and gotten through. AT LEAST PIFTY TRAINS STILL SNOW BOUND The situation in the afternoon was this: Seven local trains and a number of throng trains (supposed to be four) were stalled at different points on the road. Their exact whereabouts could not be ascertained. On the New
York Central and Hariem River roads fourteen
trains were snow bound around Spurten Durvil
and Woodlawa Junction and at least thirty-six
more detained elsewhere. Superintendent Toucey said it was impossible to say just where
these trains were, but he folt certain that many
of them had been held at stations, where the
passengers were well previded for. The Chicuso limited due here at 7 P. M. on Monday
night, was held at Schenectady. No trains
were allowed to move between Syracuse and
Albany, and all east-bound trains were held at
the latter city. The snow was reported to be
seven feet deep on the Harlem tracks, and
even as far as Albany the snow lay piled up
for several feet.

Mr. Depew said that he had tried to employ
more men to clear away the snow, but had
found it impossible.

"The present condition of the stalled trains,"
he said, "shows the necessity for stoves in cars.
If it were not for the stoves in these trains the
passengers would freeze to death, because the
fires in the locomotives are all out for lack of
water, and there would therefore be no steam,
either."

LIVING IN THE STATION. ferent points on the road. Their exact where-

LIVING IN THE STATION.

LIVING IN THE STATION.

The New Haven road officials thought early on Monday morning that they could get out the 5 A. M. accommodation train. Fifty tickets were sold and the passengers got aboard the train. An engine was put at the head of the train, but when it came to move it the train could not be budged. The engine could not be taken back to the round house either, and was stailed in the depot. The passengers, inding they could not get away, determined to keep their places, and the cars were turned into a series of sleeping apartments. The passengers went out to their meals and returned. They were still there last night, and said that, while their quarters were not the most comfortable in the world, they were the cheapest they knew of. They said they went the cheapest they knew of. They said they went in making the lives of the officials weary. He travelled from one office to another, taking names and asking a hundred different questions. "I bought my ticket to Mount Vernon yesterday," he said, "and I want to get there. I've got some cows and horses locked up in my barn and they are starving to death. I've got the keys in my pocket." "Why don't you walk up from the Suburban?" he was asked, "Because I've paid to ride. I'll sue the com-

to depart. They were allowed to stay all night.

ABOARD THE STALLED TRAINS.

The officials of the New York Central, the Harlem, and the New Haven railroads sent sleighs up to the nearest trains, and in this way removed the bassengors who were tired of waiting for the tracks to be cleared. The sleighs got as far as Mott Haven, and took all the passengers who had remained over night in the cars of the shore line express, the Stamford local, and the Harlem locals. They were taken to the elevated roads. Of these trains the shore line had left Hoston on Sunday night and was due in the Grand Central Depot at 7 A. M. on Monday, and the Stamford local had been expected earlier. On both of these trains the passengers had been express three sleepers were attached and every passenger had a comfortable bed.

All the snow-bound travellers were not se fortunate. Food and fuel became scarce long before nightfall on Monday in many of the trains scattered along the three roads, and in some cases the suffering was intense. Many passengers left the stalled trains and tried to reach the city by their own efforts. Some were fortunate enough to get sleighs at farm houses, but these were very few. Then others tramped in pulling through at all only by keeping in groups, so that if a man fell he would be assisted.

TONKERS FOLES MAKE A NIGHT OF IT.

TONKERS POLES MAKE A NIGHT OF IT.

Sergeant Dann, with the reservation already noted, said that the weather to-day would be likely to be fair and slightly warmer, with moderate winds. Some slight snow squalls might intervene. The lowest temperature was some stuck in a snow drift just this side of Spuyten Duyvil at 9:55. The snow blow and off, being 36 at 2 P. M. and 15 at midnight. The parent of the morning. From that it gradually slacked off, being 36 at 2 P. M. and 15 at midnight. The parent of the morning of the state of the morning of winds assistant repeated then his assurance that the weather to-day would probably be fair and slightly warmer.

The Mayer and the Wires.

Mayor Hewitt said yesterday that he was in no way responsible for the failure to get the author of the original bill under which the Subway Commissioners were appointed, and that he had voted for every practical measure toget the wires underground. He felt that he had date all the could to get the work done. He did not think the work had been impeeded by his refused in the sail to open twenty-five miles of streets at the perinning of winer, and considered it rather fortunate that all those streets are not now impeasable.

\*\*Sisted.\*\*

Towners folks MAKE A NIGHT OF IT. The train that left Yonkers at 7:10 A. M. on Monday became stuck in a snow drift just this side of Spuyten Duyvil at 9:55. The snow blow and diffed around the train until it was even with the car wholes. It was impossible of last long. The was not read to less the engine had to be allowed to go out. There were only a half dozen women on the train and about sixty men. When the passengers search that it would be impossible to get out of the drift they turned all the cars except the first into smoking cars. The women passengers established themselves in the first car, and issued an order barring all the men out. Before night the novelty of the aituation out. Before night the